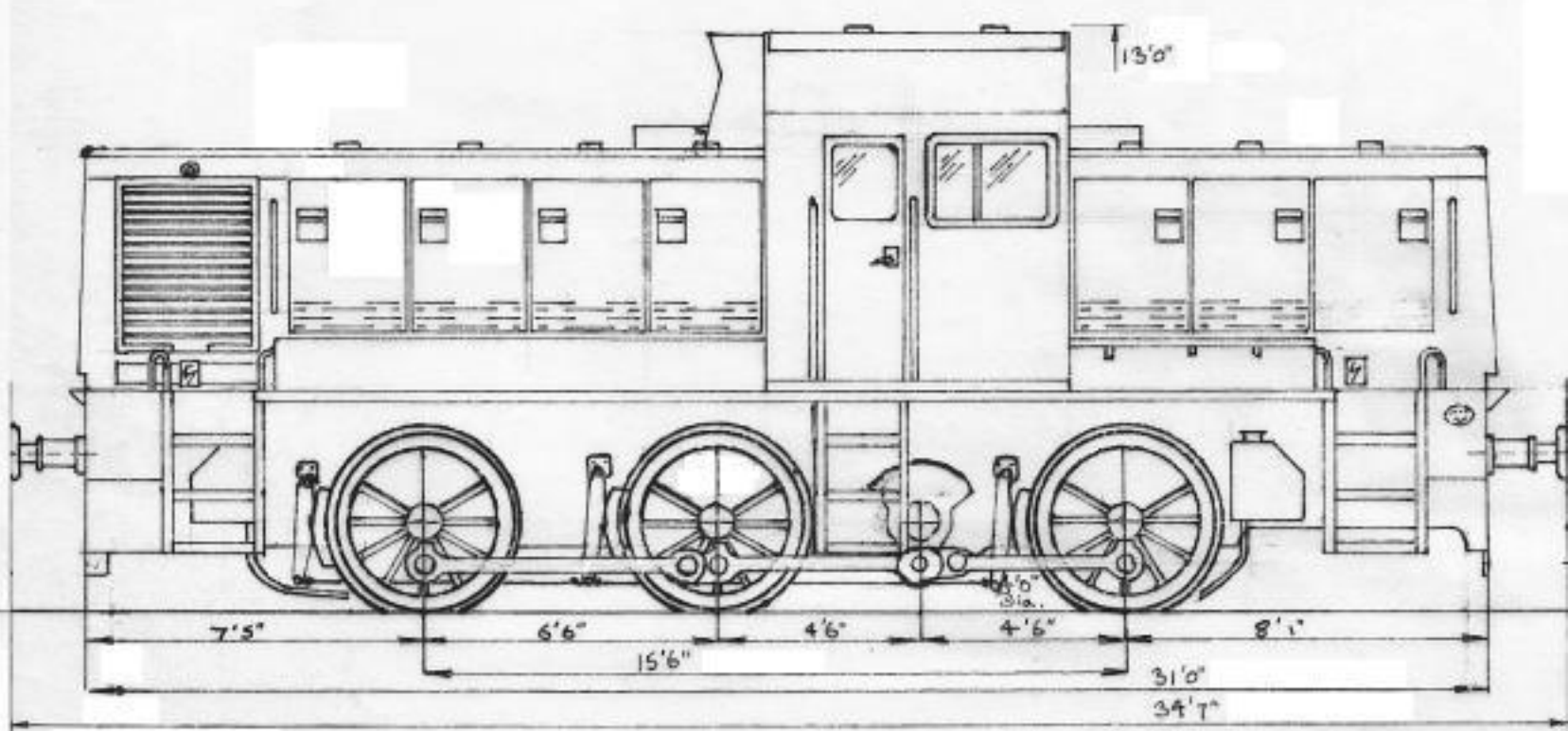
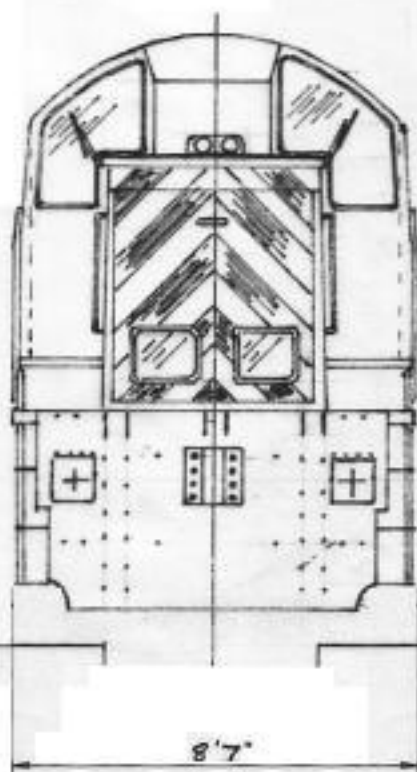
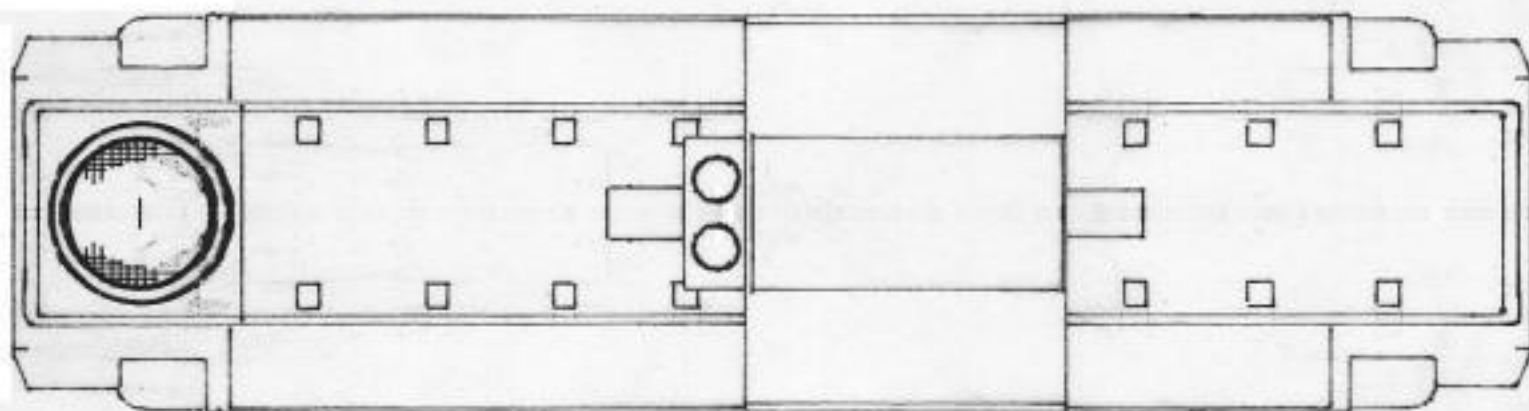


1964~1965 BritishRailEngrLtd(BREL@Swindon) .Class14|Type1~TeddyBear
 BritishRail (BR) .D9500~D9555
 Diesel Hydraulic Locomotive



class 14

BR number range:	D9500-D9555
Built by:	BR Swindon
Year introduced:	1964-65
Weight:	50 tons
Length:	34ft 7in (10.54m)
Wheelbase:	15ft 6in (4.72m)
Wheel diameter:	4ft (1.22m)
Min. curve negotiable:	3 chains
Maximum speed:	40mph (64km/h)
Engine type:	Paxman 6YJX 'Ventura'
Engine output:	650bhp (486kW)
Power at rail:	480bhp (358kW)
Tractive effort:	30,910lb
Brake force:	31 tons
Transmission type:	Hydraulic - Voith L217u
Fuel tank capacity:	338gal (1,521ltr)

Type 1's From Swindon - The Class 14's

(I realise that today many of the Class 14's still survive and run in preservation but for the historical context of this article it is written in 'past' tense.)



From publicity material of the time, a brand new D9500 freshly completed by Swindon Works.

History has decreed that the 56 Class 14 diesel-hydraulic locomotives built at Swindon Works were the biggest 'white elephant' of the then new modern traction fleet. During the early 1960's, before Dr. Beeching's sweeping reforms and closures of the BR system had come into effect, much of the Western Region's short trip workings, shunting in yards and transfer freights were handled by many hundreds of pannier tanks. Their work also covered banking duties and station pilot work and during the steam days these small locomotives were indispensable. Even before the Class 14's were introduced, the work for which these machines heavily relied on was rapidly diminishing or being taken over by the then new hydraulic and diesel shunter fleet. The message, however, fell on deaf ears at the BTC, and in July 1964 the Class 14's began to emerge from Swindon Works.

The class were built to conform to an axle load which would allow them to pass over all lines on the WR system with the exception of a few dock-side areas where the lines were unusually sharp. The design was accepted on the suitability of the class to perform 'tripping' work at a far greater efficiency than that of a type 2 locomotive. At the time the area over which the locomotives were to operate, namely South Wales, boasted hundreds of coalfields and collieries, many not large enough to make up a complete payload, and so the Class 14's were to be ideal for visiting many sites before delivering the eventual complete train to its final destination. Indeed, in the early development stages of the class it was envisaged that many more locomotives would be required, but even at this early stage many of the small branch lines were beginning to be closed and mothballed and no further orders were placed.



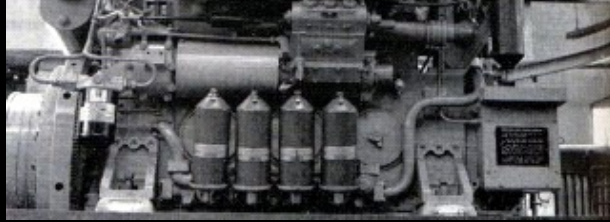
With only an average service life on BR of four years, photographs of the Class 14's in active service are comparatively rare. Here, the final member of the class, D9555 performs one of its intended duties on short trip work seen, possibly in South Wales. The locomotive can still be viewed today at the [Dean Forest Railway](#).
(Photo courtesy [The David Hills Collection](#))



Although there are few, if any, reports of any serious failures during the Class 14's BR years, D9514 is pictured here at Newport undergoing what looks like some pretty intense repair work on its Paxman Ventura engine in 1965. D9514 went on to become NCB Ashington No.4 and was eventually scrapped in December 1985.
(Photo courtesy [Roys Rail Pages](#))

The locomotives were arranged with the cab placed forward of the rear end and directly above the jackshaft final drive which was located centrally between the centre and trailing axles, these axles being of 9ft centres. The Paxman 6cyl 6YJX Ventura V-type turbo-charged engine, fitted with a exhaust driven water cooled turbo-charger and with maximum a continuous traction rating of 650hp at 1,500rpm was placed in the forward compartment of the superstructure whilst the area behind the cab housed the transmission, auxiliary generator, brake compressor and vacuum reservoirs. Access to the internal equipment was provided by side hinged doors and sealed removable roof covers fitted with ventilators. The fuel tanks were placed midway along the locomotives in three sections, designed to avoid change of weight distribution. Returning to the engine compartment, and forward of the actual engine was placed the vacuum exhaust, whilst forward of this was located the cooler and radiator group. This consisted of the radiators, cooling fan and hydraulic motor, power for which was supplied by a hydraulic pump mounted directly on the engine, working in conjunction with a thermostatic valve, thus the hotter the engine became the more power was supplied to the pump which in turn increased the fans speed.





The Paxman Ventura 6YJX 6-cyl V form diesel engine fitted to the Class 14's.

The drive from the engine consisted of a flexible coupling which passed beneath the cab before connecting to the Voith/North British turbo transmission housed in the smaller bonnet. Two drives emerged from the transmission, one for the traction of the locomotive, which was connected by cardan shaft to a final drive mounted between the frames, the second to supply the drive for the auxiliary generator. The final drive, which was coupled to the connecting rods via a jackshaft drive was bolted directly to the sideframes and controlled the forward/reverse direction of the locomotive. A standard Westinghouse brake system was incorporated in the machines air for which also supplied the horns, windscreen wipers and the control system. Two motor driven rotary exhausters provided vacuum for the train brakes. Auxiliary electrical equipment included lighting, cab heating, windscreen demisting, train heating and marker lights. During their early days on BR all went exactly to plan for the 56 strong fleet. Initial allocations of the locomotives saw, as intended, the South Wales coalfields taken into consideration with the majority of the class based at Ebbw Junction, Bath Road, Worcester and Landore. In 1965, four locomotives, D9521 - 4, were re-allocated to Old Oak Common for trip working trials in the London area. From the latter part of this year these four machines were outbased at Reading and were rostered into three diagrams covering freight and parcels trains to Newbury, Didcot, Southall and Basingstoke with one turn also covering parcel work between Reading and Paddington. By the latter part of 1966, Dr. Beechings well documented plan for the 'reshaping of British Railways' was starting to bite into the BR system; many of the small branch lines and the trip work for which the Class 14's had been designed for on the Western Region was rapidly being eradicated. With a steady fall in workload many of the machines were placed into store at Worcester; noted over this period were D9500-7/9-11/13/16/17/22/29/31/34/51/52/54. Thereafter, in a desperate attempt to find work for its comparatively 'new' class of 56 machines all of the class were to be transferred to the NER. In reality, only 33 locomotives (D9503-5/7/10-12/15/16/20/23/25/29/32-34/37/39-54), two thirds of the class, were, in December of that year, transferred to Hull Dairycoats for yet again trip work at the many coalfields in the area. Unfortunately for BR, the decline of the railway system was not to stop at the Western Region, and it was only a matter of time before the North East was starting to feel the same effects of railway rationalisation. By 1968 the situation had become so acute BR finally had no option but to withdraw all Class 14's from service; red faces must have been abound at the realisation that it had 56 pieces of fairly new expensive machinery on its books with the prospect of no further work. And so entered the third phase in what was still early years for the Class 14's. The locomotives had the advantage of having far more power than the average shunter and yet lacked the physical size of the even more powerful type 2's. Waiting in the wings were the vast amount of railway systems not owned by BR - industry, in particular the National Coal Board and the British Steel Corporation. The two companies both saw a ready to run, tried and tested, and in locomotive terms virtually brand new fleet of motive power ideal for their systems. And with one more added advantage, with the machines almost certainly now giving BR officials virtual nightmares, they would come at greatly reduced and favourable prices!



D9502, now in National Coal Board ownership photographed in April 1986. Several of the NCB Class 14's retained their BR numbers and it is possible that these locomotives were only used to provide spares for other members of the class. D9502 can still be seen today, preserved at Peak Rail in Derbyshire.
(Photo courtesy Paul Appleby)



D9504, by this time NCB Lampton No. 506, photographed at Ashington in 1968. It appears that on sale to the NCB the locomotives were even new enough not to need a fresh coat of paint.
(Photo courtesy Paul Appleby)

In December 1967 withdrawals from BR books started with D9531 and in April of the following year the class began to succumb in earnest. In 1969, five machines at Landore, South Wales, although earmarked to be sold, were run periodically on local freights to keep them servicable. In November of the same year nine machines remained in South Wales, 9509/19/21/6/55 at Cardiff Canton, and 9524/30/6/8 at Landore, Swansea. On paper, in April 1969, BR were finally devoid of their 'white elephants'. Eight of the class went directly to the scrapman, possibly industry had already fulfilled its needs, or, the locomotives had been heavily stripped to keep the rest of the class in working order, little is documented. In all, 46 of the machines found a new life in British industry, two were exported overseas. Over the next twelve plus years the machines provided excellent work for their new owners. It appears that several of the locomotives were purchased purely for the use of spare parts to keep the rest of the fleet servicable and to further reduce costs. In the case of the NCB examples, all of the locomotives appear to have moved to the huge Ashington plant later in their lives. Today nineteen of these historic machines still prove their versatility and robustness by yet another move - this time into preservation, and can be seen at various centres throughout the UK. Two examples, D9504 & D9529, have even returned to the Network Rail system for use on trains on the Channel Tunnel Rail link, a fitting tribute to a class of 56 locomotives that only ever saw just over four years in BR service.

Memories....The Class 14's at Hull Dairycoates

The class was brought to Hull Dairycoates for work on the trip freights to the docks and the quarry traffic from Hessle quarry to the Wilmington cement works. I am also reliably informed by colleagues who were based at Dairycoates, that the management also thought overtime costs would go down, compered with the existing fleet, in fact the reverse happened costs went up as as lot of engine problems occurred and many of the jobs had to be double headed as the locos did not have sufficient brake power for the loads they were asked to work. Many of the locos that left Dairycoates for further use, had attention from Dairycoates staff at the new homes. Most of this was minor modification/removal of some of the safety systems BR had fitted which the new owners did not require or items that caused problems. I can remember the Paxmans coming to Dairycoates and seeing them trundle along with the quarry work, sometimes accompanied by loads of black clag and some times the odd flame coming from the exhausts. Monday mornings at Dairycoates was known as THUNDERBIRDS ARE GO as it was often a bit of a rescue act to get the locos away in and in traffic as they had a habit of not wanting to start, often cured by a blast on the starter motor from the old brass fire extinguisher in the cab which contained carbon-tetrachloride.

(Courtesy Of Allistair Taylor)





NCB No.507 has also reverted back to its BR guise as D9525 and can today be seen at [Peak Rail](#). The locomotive is pictured here on a visit to the [Battlefield Line](#) in 2002.
(Photo courtesy [Tim Farmer](#))



D9520 pauses at Wansford with a Peterborough bound service at the [Nene Valley Railway](#), 3rd March 2007.



40 years after introduction and the pioneer of the class, D9500, has retired from its eventful life and now can be seen preserved at [Barrow Hill Roundhouse](#). The locomotive spent just over four and a half years in BR service. (Photo July 2004.)



Ex-NCB No.507, now D9525 at [Peak Rail](#), 21st January 2006.

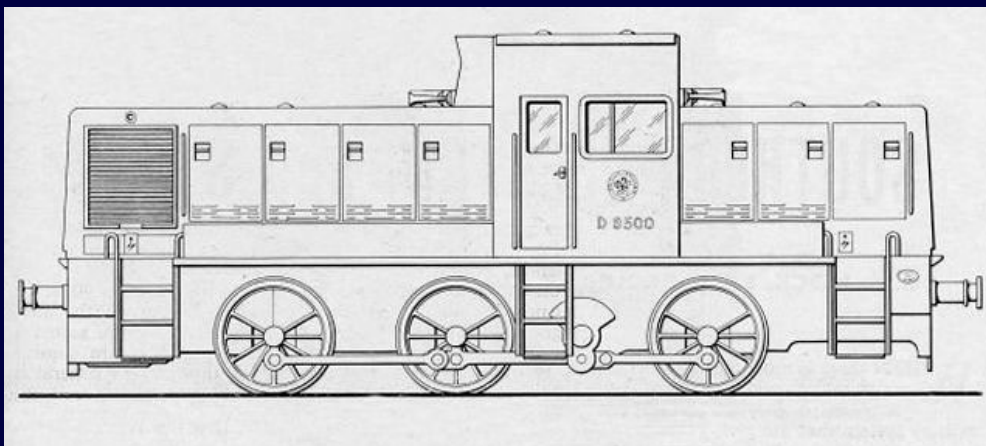


What might have been? Preserved D9524 today complete with rail blue livery and fictitious TOPS number 14 901. After withdrawal from BR the locomotive was purchased by BP and set to work at their Grangemouth refinery re-engined with a Dorman prime mover. In 1981, with BP no longer requiring the locomotive, the company donated the Class 14 to the Scottish RPS who, in turn, re-engined the machine again with a Rolls Royce example. Several changes in ownerships in the following years saw D9524 finally in private hands based at the Elsecar Railway. 14 901 is pictured here during a visit to the Midland Railway Centre on the 22nd May 2010.
(Photo and text by kind permission of [Andrew Briddon](#) & [Pete Briddon](#))

Class History

Number	Introduced	Withdrawn	Initial Disposal Details	Status
D9500	07/64	04/69	NCB Ashington No.1 (9312/92)	Preserved
D9501	07/64	03/68	Scrapped by C F Booth Rotherham.	Scrapped 06/68
D9502	07/64	04/69	NCB Burradon, then to NCB Ashington as 9312/97	Preserved
D9503	07/64	04/68	BSC Caisdorpe then to BSC Corby	Scrapped 09/80
D9504	07/64	04/68	NCB Lampton No. 506, then to NCB Ashington as 506/2233	Privately preserved
D9505	07/64	04/68	Earles Cement, Hope	Exported by Hunslet to Belgium 5/75
D9506	08/64	03/68	Scrapped by Arnott Young, Rawmarsh	Scrapped 07/68
D9507	08/64	04/68	BSC Corby No. 35	Scrapped 12/82
D9508	09/64	10/68	NCB Ashington No.9 (9312/99)	Scrapped 01/84
D9509	09/64	10/68	Scrapped by G Cohen, Kettering	Scrapped 12/70
D9510	09/64	04/68	BSC Buckminster No. 23, then to BSC Corby	Scrapped 09/82
D9511	09/64	04/68	NCB Ashington No. 9312/98	Scrapped 09/79
D9512	09/64	04/68	BSC Stainby, then to BSC Corby	Scrapped 02/82
D9513	10/64	03/68	NCB Ashington D1/9513 (previously used by Arnott Young, Rawmarsh)	Preserved
D9514	10/64	04/69	NCB Ashington No.4 (9312/96)	Scrapped 12/85
D9515	10/64	04/68	BSC Buckminster No.22, then to BSC Corby	Exported by Hunslet to Spain 1981
D9516	10/64	04/68	BSC Stainby No.36, then to BSC Corby	Preserved

D9517	11/64	10/68	NCB Ashington No.8 (9312/93)	Scrapped 01/84
D9518	10/64	04/69	NCB Ashington No.7 (9312/95)	Preserved
D9519	11/64	10/68	Scrapped by G Cohen, Kettering	Scrapped 01/70
D9520	11/64	04/68	BSC Glendon No.24, then to BSC Corby	Preserved
D9521	11/64	04/69	NCB Ashington No.3 (9312/20)	Preserved
D9522	11/64	12/67	Scrapped by Arnott Young, Rawmarsh	Scrapped 06/68
D9523	12/64	04/68	BSC Glendon No.25, then to BSC Corby	Preserved
D9524	12/64	04/69	BP Grangemouth	Preserved
D9525	01/65	04/68	NCB Lampton No.507 (used at various NCB [NE] sites)	Preserved
D9526	01/65	11/68	APCM Westbury	Preserved
D9527	01/65	04/69	NCB Ashington No.6 (9312/94)	Scrapped 01/84
D9528	01/65	03/69	NCB Ashington No.2 (used as spares loco)	Scrapped 12/81
D9529	01/65	04/68	BSC Buckminster No.20, then to BSC Corby	Privately preserved
D9530	02/65	10/68	Gulf Oil, Waterstone, Pembs (then to NCB Mardy colliery 1979)	Scrapped 08/82
D9531	02/65	12/67	NCB Ashington 9312/92 (previously used by Arnott Young, Rawmarsh until 12/68)	Preserved
D9532	02/65	04/68	BSC Corby No.37	Scrapped 02/82
D9533	02/65	04/68	BSC Corby No.26	Scrapped 09/82
D9534	03/65	04/68	Earles Cement, Hope	Exported to Italy c.1976
D9535	03/65	12/68	NCB (various sites) then NCB Ashington as 9312/59	Scrapped 01/84
D9536	03/65	04/69	NCB Ashington 9312/91	Scrapped 12/85
D9537	03/65	04/68	BSC Corby No.32	Privately preserved
D9538	03/65	04/69	BSC Ebbw Vale No.160 (previously used by Shell-BP, Stanford-le-Hope until 1970) then to BSC Corby	Scrapped 09/82
D9539	04/65	04/68	BSC Corby No.30	Preserved
D9540	04/65	04/68	NCB Durham Area No.508, then to NCB Ashington as 2233/508	Scrapped 01/84
D9541	04/65	04/68	BSC Caisdorpe then to BSC Corby	Scrapped 09/82
D9542	05/65	04/68	BSC Corby No.27	Scrapped 09/82
D9543	05/65	04/68	Scrapped by C F Booth, Rotherham	Scrapped 12/68
D9544	05/65	04/68	BSC Corby (used as spares loco)	Scrapped 09/80
D9545	06/65	04/68	NCB Ashington (used as spares loco)	Scrapped 07/79
D9546	06/65	04/68	Scrapped by C F Booth, Rotherham	Scrapped 06/68
D9547	07/65	04/68	BSC Corby No.28	Scrapped 09/82
D9548	07/65	04/68	BSC Caisdorpe No.27 then to BSC Corby	Exported by Hunslet to Spain c.1981
D9549	08/65	04/68	BSC Corby No.33	Exported by Hunslet to Spain c.1981
D9550	08/65	04/68	Scrapped by C F Booth, Rotherham	Scrapped 11/68
D9551	09/65	04/68	BSC Corby No.29	Preserved
D9552	09/65	04/68	BSC Buckminster No.21 then to BSC Corby	Scrapped 09/80
D9553	09/65	04/68	BSC Corby No.34	Preserved
D9554	10/65	04/68	BSC Corby No.38	Scrapped 09/82
D9555	10/65	04/69	NCB Burradon then to NCB Ashington as 9107/57	Preserved



Technical Specifications:

Class: BR Class 6/1, later Class 14
Introduced: 1964 - 1965
Original Numbers: D9500 - D9555
Total Built: 56
Engine: Paxman 6YJX 6cyl Ventura of 650hp at 1500rpm
Transmission: Hydraulic. Voith L217u
Maximum Tractive Effort: 30910 lb
Weight: 50 tons
Driving Wheel Diameter: 4' 0"
Length over buffers: 34ft 7in
Train Heating Equipment: None

[Back](#)
[Timeline 1958 - 1982](#)
[Home](#)

DELIVERED BETWEEN July 1964 and October 1965, the Western Region's D9500 diesel-hydraulics, later Class 14, are widely regarded in hindsight as a type that should never have been built. Based to some extent on the V60 Class of Deutsche Bahn, the 0-6-0 Type 1s were intended for trip freight and shunting duties as well as branch line work, in effect a diesel version of the once ubiquitous GWR tank engines. Built at Swindon Works, the 56 locos, numbered D9500-55, featured a six-cylinder 650hp Paxman engine coupled to a Voith transmission and were finished in a two-tone green variant of the standard BR livery. Allocations from new were Bristol Bath Road, Cardiff Canton, Worcester and Old Oak Common. However, the class faced problems from the outset as the work they were built for rapidly disappeared due to line closures and the transfer of freight to road transport. In addition, the class was far from reliable, suffering numerous engine and

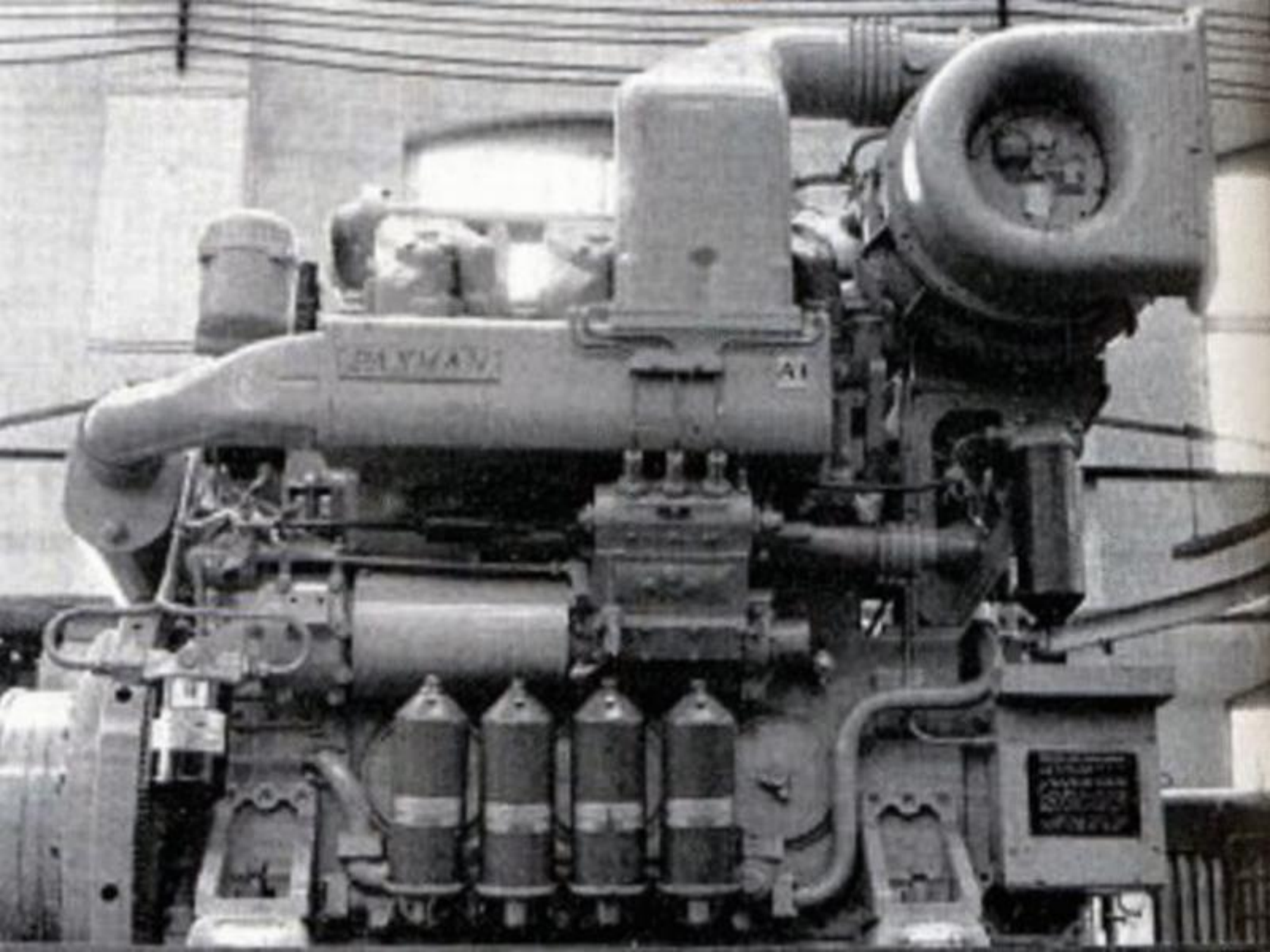
auxiliary equipment problems. The type was removed from the London area in the autumn of 1965 due to the high number of failures while later attempts to put them to work in Swansea Docks and, more intriguingly, Hull Docks in 1966-8 also proved unsuccessful as traffic declined.

Withdrawals began at the end of 1967 with the final examples being officially condemned in the spring of 1969, although contemporary reports show that some of the type remained active in the Cardiff area on local trips for several further months. This was doubtless in an effort to keep the locos serviceable as BR sought industrial buyers for the all but new class. This endeavour was largely successful, with British Steel and the National Coal Board purchasing large numbers to replace their steam locos while others passed to the likes of

Associated Portland Cement Manufacturing, British Petroleum, Gulf Oil & Shell. Today, 19 of the class survive in the UK, having been bought from industrial use in the intervening years.

TEDDY BEAR'S PICNIC: Over a third of the 56 Class 14s built still survive, thanks to the long and productive life in the private sector that most of the type enjoyed. One notable preservation hotspot for the Swindon-built 0-6-0s is the Nene Valley Railway, near Peterborough, which rosters four of the class - Nos. D9516 & D9520, which are pictured at Wansford on September 17th, 2005, and Nos. D9518 & D9523. All except D9518 (ex-NCB Ashington) worked just down the road at BSC Corby.







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Ex BR Class 14 No. D9524 (14901) 0-6-0DH

Builder: BR Swindon **Weight:** 50T **Power:** 650HP (485kW) **Max Speed:** 40mph

Maximum Tractive Effort: 30,910 lbf (137kN) **Continuous Tractive Effort:** 23,500 lbf at 6.2 mph (105kN)

Brake Type: Dual **Current Status:** Operational

(Technical Details Refer To Locomotive When First Delivered To BR)

D9524 (14901) is an Ex - British Railways Class 14 Locomotive. It was introduced into BR Service (Western Region) on 11/12/64, and was withdrawn just five years later on 26/4/69. After withdrawal it was purchased by BP for industrial use. Prior to re-entering revenue earning service it was given a full rebuild by Andrew Barclay Loco Co. This included being re-engined with the Dorman 8QT and modifying the electrical system to 24V. It was moved next to BP Grangemouth where it worked until 1981 when the engine threw a conrod (put a leg out of bed). It was then sold to the SRPS at Falkirk for preservation, however nothing was done to restore it to working order until 1987 when a replacement engine (the Rolls Royce DV8TCA which is currently fitted) was bought. The locomotive was then moved to the Bo'ness and Kinneil Railway in 1988 and was run occasionally until various problems were dealt with in 1992. Until recently this locomotive was owned by RMS Locotec, but was recently purchased by Andrew Briddon. D9524 is at present non-operational, however, it is expected to be restored to working order whilst at Elsecar. This locomotive made the news on arrival at Elsecar when a family of Kittens was found to be living in the locomotive. To read the BBC News report please click [here](#). On the 14th February 2009, the engine of D9524 (14901) was successfully started and run for several minutes. This was the first time the engine had been started at Elsecar after a long period in store elsewhere. Apart from a few minor initial problems starting the engine, the general view was that the engine was in good condition with no faults making themselves known during its initial run. A few weeks later, on Sunday 22nd March 2009, the locomotive made its first run under its own power onto the running line at Elsecar, before being the star attraction at the lines diesel gala on 31st August 2009. To follow the restoration progress of D9524, please click [here](#) for all the latest news.



[<< Back](#) [Home](#) [Forward >>](#)



[Main page](#)
[Contents](#)
[Featured content](#)
[Current events](#)
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British Rail Class 14

From Wikipedia, the free encyclopedia
 (Redirected from BR Class 14)



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The **British Rail Class 14** is a type of small [diesel-hydraulic](#) locomotive built in the mid-1960s. Twenty-six of these [0-6-0](#) locomotives were ordered in January 1963, to be built at British Railways [Swindon Works](#). The anticipated work for this class was yard shunting, trip work (between local yards) and short distance freight trains. The order was expanded to 56 in mid-1963, before work had started on the first order.

Contents [[hide](#)]

- 1 Technical details
- 2 Operations and preservation
- 3 Fleet
- 4 Models
- 5 References
- 6 Further reading
- 7 External links

Technical details

[[edit](#)]

In July 1964, the first of a class of 56 locomotives appeared from Swindon Works. These were later designated as [TOPS](#) Class 14 by [British Railways](#). They are known as 'Teddy Bears' by enthusiasts, following a comment by Swindon Works' foreman George Cole who quipped "We've built the [Great Bear](#), now we're going to build a Teddy Bear!".^[]

In outline they resembled the [Clayton Type 1 \(Class 17\)](#) locomotives, having a cab which was nearly central with bonnets at each end, but with a fixed 0-6-0 wheel configuration rather than [bogies](#) as seen on all the other Type 1 classes. The locomotives were powered by a [Paxman](#) 6-cylinder Ventura 6YJXL engine producing 650[bhp](#) (484[kW](#)), connected to a [Voith](#) L217U hydraulic [transmission](#) and [Hunslet](#) gearbox. The axles were connected by [coupling rods](#) and driven by a [jackshaft](#) located under the cab, between the second and third axles.

Operations and preservation

[[edit](#)]

The Class 14s, like many other early types of diesel, had an extremely short life with British Railways, in this case not because of poor reliability but because many of its envisaged duties disappeared on the BR network a few years after they came into use. Most were resold for industrial use, where the vast majority had a working life of two to three times that with British Railways. Unfortunately the industries in which they were employed, such as coal mining, declined during the 1970s and the class again became surplus to requirements, but several have found a third lease of life on [preserved lines](#) where they are ideal for both light passenger work and the maintenance of [permanent way](#).



D9520, as preserved

Unusually, D9504 was leased in 2005 from its preservation group and found itself in revenue-earning service on the newest mainline in the UK – [High Speed 1](#) (known as the Channel Tunnel Rail Link during construction) – mainly in [marshalling](#) and [stabling](#) the 450 metre, 22-wagon concrete-pumping train on the final stretch to [St.Pancras Station](#).^[]

D9524 was re-powered under the ownership of BP Grangemouth - it was later re-powered again under the ownership of the Scottish RPS who, following BR practice, gave it a number of 14 901. It now operates with a Rolls-Royce DV8TCE (640 bhp). This engine *may* have been originally installed in one of the two Rolls-Royce-engined Class 17 Claytons.^[*citation needed*]

The last locomotive built, D9555, is notable as the final locomotive to be built for British Rail at [Swindon Works](#), in 1965; today the locomotive is privately owned and operates on the [Dean Forest](#)

[Railway](#), [Gloucestershire](#), its original route.

Fleet

[[edit](#)]

Key: Preserved Scrapped Exported

Depot codes	
Code	Depot
50B	Hull Dairycoates
CF	Cardiff Canton
LE	Swansea Landore

British Rail Class 14	
	
 <div>Class 14 no. D9526 (as preserved), at Williton on the West Somerset Railway (2009)</div>	
Power type	Diesel-hydraulic
Builder	British Railways' Swindon Works
Order number	Swindon Lots 456 and 460
Build date	1964–1965
Total produced	56
Configuration	0-6-0
UIC classification	C
Gauge	4 ft 8 1⁄2 in (1,435 mm) Standard gauge
Wheel diameter	4 ft 0 in (1,219 m)
Locomotive weight	48.50 long tons (49.3 t)
Prime mover	Paxman Ventura 6YJXL
Transmission	Voith L217U hydraulic
Top speed	40 mph (64 km/h)
Power output	<i>Engine</i> : 650 hp (485 kW)
Tractive effort	30,910 lbf (137.5 kN)
Train brakes	Vacuum
Career	<div><div></div><div>British Rail</div><div>British Steel</div><div>National Coal Board</div></div>
Number	D9500–D9555
Nicknames	<i>Teddy Bear</i>
Axle load class	RA 4

Loco	Final depot	Industrial career	Dates	Disposal
D9500	CF	NCB Ashington	11/69—?	Preserved at Peak Rail
D9501	CF	-	-	Scrapped at C F Booth , Rotherham (6/68)
D9502	CF	NCB Ashington	07/69—?	Preserved by Heritage Shunters Trust
D9503	50B	BSC Harlaxton BSC Corby	11/68—07/74 07/74—09/80	Scrapped at BSC Corby (09/80)
D9504	50B	NCB Philadelphia NCB Bolden NCB Burradon NCB Ashington	11/68—08/73 08/73—12/74 01/75—09/81 09/81—?	Preserved: normally at Kent & East Sussex Rly
D9505	50B	APCM Hope, Derbyshire	09/68—05/75	Exported to Bruges, Belgium (05/75)
D9506	CF	-	-	Scrapped at Arnott Young Ltd., Parkgate (05/68)
D9507	50B	BSC Corby	11/68—09/82	Scrapped at BSC Corby (09/82)
D9508	LE	NCB Ashington	03/69—01/84	Scrapped at D. Short, North Shields (01/84)
D9509	CF	-	-	Scrapped at G Cohen Ltd., Kettering (11/70)
D9510	50B	BSC Buckminster BSC Corby	12/68—06/72 06/72—08/82	Scrapped at BSC Corby (08/82)
D9511	50B	NCB Ashington	11/68—07/79	Scrapped at NCB Ashington (07/79)
D9512	50B	BSC Buckminster BSC Corby	12/68—09/72 09/72—02/82	Scrapped at BSC Corby (02/82)
D9513	CF	Arnott Young Ltd., Parkgate NCB Crigglestone NCB Astley NCB Ashington	07/68—11/68 11/68—09/69 09/69—10/73 01/74—?	Preserved at Embsay & Bolton Abbey Steam Railway
D9514	CF	NCB Ashington	07/69—12/85	Scrapped at NCB Ashington (12/85)
D9515	50B	BSC Buckminster BSC Corby Hunslet Ltd	11/68—09/72 09/72—12/81 12/81—07/82	Exported to Charmartin, Madrid, Spain (07/82)
D9516	50B	BSC Corby	11/68—10/81	Preserved at Wensleydale Railway
D9517	CF	NCB Ashington	11/69—01/84	Scrapped at D. Short, North Shields (01/84)
D9518	CF	NCB Ashington	06/69—??/87	Preserved at Nene Valley Railway
D9519	CF	-	-	Scrapped at G Cohen Ltd., Kettering (11/70)
D9520	50B	BSC Corby	12/68—03/81	Preserved at Nene Valley Railway
D9521	LE	NCB Ashington	03/70—11/84	Preserved at Dean Forest Railway
D9522	CF	-	-	Scrapped at Arnott Young Ltd., Parkgate (05/68)
D9523	50B	BSC Corby	12/68—10/81	Preserved at Derwent Valley Light Railway , York
D9524	LE	BP Grangemouth	07/70—9/81	Preserved: currently at the Gwili Railway
D9525	50B	NCB Philadelphia NCB Ashington	11/68—03/75 03/75—10/87	Preserved by Heritage Shunters Trust
D9526	CF	APCM Westbury	01/70—4/80	Preserved at West Somerset Railway
D9527	CF	NCB Ashington	07/69—01/84	Scrapped at D. Short, North Shields (01/84)
D9528	CF	NCB Ashington	03/69—12/81	Scrapped at D. Short, North Shields (12/81)
D9529	50B	BSC Buckminster BSC Corby (as No. 61)	08/68—9/72 09/72—03/81	Preserved - normally at Kent & East Sussex Rly
D9530	CF	Gulf Oil Co.Ltd., Waterston NCB Mardy NCB Tower Colliery	09/69—10/75 10/75—08/82 08/82	Scrapped at NCB Tower Colliery (08/82)
D9531	CF	Arnott Young Ltd., Parkgate NCB Crigglestone NCB Burradon NCB Ashington	07/68—11/68 11/68—10/73 10/73—04/74 04/74—?	Preserved at East Lancashire Railway
D9532	50B	BSC Corby	11/68—02/82	Scrapped at BSC Corby (02/82)
D9533	50B	BSC Corby	12/68—09/82	Scrapped at BSC Corby (09/82)
D9534	50B	APCM Hope, Derbyshire	10/68—05/75	Exported to Bruges, Belgium (05/75)
D9535	CF	NCB Burradon NCB Backworth NCB Ashington	11/70 — 01/76 01/76—09/80 09/80 — 01/84	Scrapped at NCB Ashington (01/84)
D9536	LE	NCB Ashington	03/70—12/85	Scrapped at NCB Ashington (12/85)
D9537	50B	BSC Corby	11/68—11/82	Preserved at Rippingale , Lincolnshire
		Shell-Mex & BP Ltd., Shellhaven	04/70—2/71	

D9538	LE	BSC Ebbw Vale BSC Corby	02/71—04/76 04/76—9/82	Scrapped at BSC Corby (09/82)
D9539	50B	BSC Corby	10/68—02/83	Preserved at Ribble Steam Railway
D9540	50B	NCB Philadelphia NCB Burradon NCB Ashington	11/68—11/71 11/71—06/72 06/72—01/84	Scrapped at D. Short, North Shields (01/84)
D9541	50B	BSC Harlaxton BSC Corby	11/68—08/74 08/74-08/82	Scrapped at BSC Corby (08/82)
D9542	50B	BSC Corby	12/68—08/82	Scrapped at BSC Corby (08/82)
D9543	50B	-	-	Scrapped at C F Booth , Rotherham (11/68)
D9544	50B	BSC Corby	11/68—09/80	Scrapped at BSC Corby (09/80)
D9545	50B	NCB Ashington	11/68—07/79	Scrapped by D. Short, North Shields (07/79)
D9546	50B	-	-	Scrapped at C F Booth , Rotherham (11/68)
D9547	50B	BSC Corby	12/68—08/82	Scrapped at BSC Corby (08/82)
D9548	50B	BSC Harlaxton BSC Corby Hunslet Ltd	11/68—08/74 08/74—11/80 11/80 — 07/82	Exported to Charmartin, Madrid, Spain (07/82)
D9549	50B	BSC Corby Hunslet Ltd	11/68—11/81 11/81—7/82	Exported to Charmartin, Madrid, Spain (07/82)
D9550	50B	-	-	Scrapped at C F Booth , Rotherham (11/68)
D9551	50B	BSC Corby	12/68—06/81	Preserved at Royal Deeside Railway
D9552	50B	BSC Buckminster BSC Corby	09/68—06/72 06/72—09/80	Scrapped at BSC Corby (09/80)
D9553	50B	BSC Corby	11/68—?	Preserved at Gloucestershire Warwickshire Railway
D9554	50B	BSC Corby	11/68—08/82	Scrapped at BSC Corby (08/82)
D9555	LE	NCB Burradon NCB Ashington	03/70 — 02/75 02/76—??/87	Preserved at Dean Forest Railway

Models

[[edit](#)]



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Hattons commissioned Danish company Heljan to produce a limited run in OO gauge in three liveries. Since then they have announced plans for further examples, still in limited numbers, but in a wider variety of liveries.

[Graham Farish](#) also produce the Class 14 in several liveries in British **N Scale**.

In 2011 a 7 1/4" model of D9522 won best locomotive and best model in show at the national model engineering exhibition in Harrogate.

References

[[edit](#)]

- ↑ The Railway magazine, December 2006
- ↑ Staines, David (December 2007). "High-speed one: a 'Teddy Bear's picnic!'. *Railways Illustrated*: pages 22–25.

Further reading

[[edit](#)]

- McManus, Michael. *Ultimate Allocations, British Railways Locomotives 1948 - 1968*. Wirral. Michael McManus.

External links

[[edit](#)]

- [D9531.com website](#)
- [Website covering D9500 and 14 901 \(D9524\)](#)

	Wikimedia Commons has media related to: <i>British Rail Class 14</i>
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v · d · e	British railway locomotives and miscellany, 1948 to present [hide]
Diesel shunters	01 · 01/5 · 02 · 03 · 04 · 05 · 06 · 07 · 08 · 09 · 10 · 11 · 12 · 13 · 14
Diesel shunters (pre-TOPS)	11001 · 11104 · 15107 · 13000 · D1/1 · D1/2 · D1/3 · D1/4 · D2/1 · D2/2 · D2/3 · D2/4 · D2/5 · D2/6 · D2/7 · D2/8 · D2/9 · D2/10 · D2/11 · D2/12 · D3/1 · D3/2 · D3/3 · D3/4 · D3/5 · D3/6 · D3/7 · D3/8 · D3/9 · D3/10 · D3/11 · D3/12 · D3/13 · D3/14
Main-line diesels:	15 · 16 · 17 · 18 · 20 · 21 (I) · 21 (II) · 22 (I) · 23 · 24 · 25 · 26 · 27 · 28 · 29 · 30 · 31 · 33 · 35 · 37 · 38 · 40 · 41 (I) · 41 (II) · 41 (III) · 42 · 43 (I) · 43 (II) · 44 · 45 · 46 · 47 · 48 (I) · 48 (II) · 50 · 51 · 52 · 53 · 55 · 56 · 57 · 58 · 59 · 60 · 61 · 62 · 65 · 66 · 67 · 70 (II)
Main-line diesels (pre-TOPS)	10000 – 10001 · 10100 · 10201 – 10203 · 10800 · D8/1 · D8/2 · D10/1 · D10/2 · D10/3 · D11/1 · D11/2 · D11/3 · D11/4 · D11/5 · D12/1 · D12/2 · D12/3 · D13/1 · D14/1 · D14/2 · D15/1 · D15/2 · D16/1 · D16/2 · D17/1 · D17/2 · D20/1 · D20/2 · D22/1 · D22/2 · D23/1 · D25/1 · D27/1 · D33/1
Electrics	22 (II) · 70 (I) · 71 · 72 · 73 · 74 · 75 · 76 · 77 · 80 · 81 · 82 · 83 · 84 · 85 · 86 · 87 · 88 · 89 · 90 · 91 · 92 · 93
Electrics (pre-TOPS)	AL1 · AL2 · AL3 · AL4 · AL5 · AL6 · EB1 · EE1 · EF1 · EM1 · EM2 · ES1 · HA · HB · JA · JB
Departmental	97 · 97/6 · Eastern · Southern · Other Series
Prototypes	15097 – 15099 · 18000 · 18100 · D0226 / D0227 · D0260 · D0280 · D2999 · DHP1 · DP1 · DP2 · GT3 · HS4000 · Janus / Taurus
Ships	99
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